

Why Trifle With Tires Like Dynamite?

USE

## OXFORD TIRES

and Play Safe

Cord and Fabric Carry the Standard Mfg's. Guarantee

Size	Fabric	Cord	Heavy Tubes
30x3	\$7.30		\$1.50
30x3 1/2	8.95	\$11.95	1.80
32x3 1/2	12.22	16.57	2.05
31x4	13.63	19.10	2.40
32x4	15.95	21.05	2.50
32x4 1/2	16.79	21.70	2.60
34x4	17.14	22.25	2.75
32x4 1/2		27.22	3.15
32x4 1/2		27.84	3.25
34x4 1/2		28.53	3.30
35x4 1/2		29.37	3.35
33x5		33.89	3.90
35x5		35.58	4.05

Mail and Phone Orders Given Prompt Attention

Luggage Carriers, \$2.00

Henry S. Wood, Inc.

Quality First

Franklin 2332

1502 14th St. N.W.



Experienced motorists form the vast majority of Buick purchasers, and investigation shows that their selection is almost invariably made because the Buick chassis meets their ideas as to mechanical design and serviceability and one of the body types fulfills their motoring needs.

STANLEY H. HORNER

Retail Dealer

1015 14th Street

Main 5296

### THE OWNER-DRIVER'S COLUMN.

#### CAR-WASHING EQUIPMENT.

It is disheartening work to wash a car without the proper equipment, and, what is more, the car is usually the bigger sufferer. Too many of us are very liberal when we buy a car, but are very close-fisted when it comes to caring for it.

Whether we have an elaborate garage with a "washing floor," or whether we have to wash the car in the back yard, the following equipment is necessary:

First, plenty of water. We prefer a hose, but take the nozzle off, if necessary, and hide it. Water under pressure and sand grains make a combination which will cut any varnish. A hose can be dispensed with and a pail used with very good results.

Two sponges are necessary—one for the body and one for gear. There is usually a little grease or road oil somewhere on the wheels or fenders, and it's worth another sponge to keep this off the body. Several pieces of chamois should be kept on hand, also some cotton flannel. Before commencing the actual washing a soft wool duster should be used to remove any loose dust. Grease spots on the body will yield to castile soap and water, while the removal of grease and road oil from the gear and fender often needs more radical treatment.

In very stubborn cases a mixture of two parts of kerosene and one part of turpentine will help to remove these spots if painted on and allowed to soak in for a few hours.

A flexible spoke brush with a fairly long handle is a valuable adjunct to the outfit. This car washing outfit should be kept for washing the car and for other purposes.

**Body Polishes.**

While there are a variety of body polishes on the market, there are homemade polishes which cost less money. Here is one of them: A mixture of equal parts boiled linseed oil and turpentine, applied sparingly with a soft cloth and rubbed till absolutely dry, makes a splendid preservation polish.

Another is as follows: To a gallon of turpentine add three and a half ounces of oil of citronella, one and a half ounces of oil of cedar and one pint of paraffin oil. Apply after washing with a soft cloth and polish with clean flannel until absolutely dry.

Do you know what your car is doing?

How many miles do you get per gallon of gas?

How many on a gallon of motor oil?

How many miles out of a set of tires?

Few can answer these questions with any degree of accuracy. Yet there are the very things we want to know. The business man with his trucks, should know, for reasons of an economical nature, and the man who drives a car for pleasure should make it his business to know for the same reason and also for another reason. We should cultivate the desire to know what our cars do in order to give us a keener interest in motoring for motoring's sake.

**Motorist Log Book.**

Motoring is a great sport. By motoring we do not mean tearing through the country at fifty miles an hour. We do not mean the kind of motoring that ruins good cars before half their reasonable mileage is gone, that tears up roads so that the wind can blow them into the next town, that kills chickens and makes enemies of the country folk. We mean moderate motoring, which gives the greatest number of hours of pleasant driving per dollar of cost. The majority of us who own cars must be careful of our dollars, and the latter kind of motoring is the kind which gives us most pleasure for our money.

Every motorist should keep a "log book." This book should be left in the car. In it should be noted all gas and oil purchases or fillings, all grease-cup fillings and the speedometer reading at each event. This will give us some real motoring information, will give us a new interest in motoring and in the welfare of our cars.

Forty per cent of the developed water power of the world is in the United States.

**Radiators and Fenders**

ANY KIND MADE OR REPAIRED.

20 DIFFERENT MAKES RADIATORS.

E. L. WITTSTATT

319 15th. F. 6410. 1421 P. M. 7443.

## FIRST AUTO ROAD TO GET MONUMENT

Pumpkinvine Pike in Indiana

to Be Marked in Honor of Haynes Car.

Pumpkinvine pike will go down in history. On July 4 it will be unveiled on this highway, near Kokomo, Ind., a monument memorializing the first American automobile trip, which took place twenty-eight years ago.

The automobile used in making this historic trip stands today in the Smithsonian Museum, bearing a placard with the following legend: "Gasoline automobile, built by Elwood Haynes in Kokomo, Ind., 1894-1894. Successful trial trip made at a speed of six or seven miles per hour, July 4, 1894. Gift of Elwood Haynes, 1910, 262,135."

The monument consists of a base of solid block of New York granite, supporting a shaft which will carry the inscription and a stellite tablet. The stellite tablet, telling the story of the trip, is mounted on the shaft at a slight angle to make reading easier.

**First Serious Attention.**

Speaking of the making of this first automobile on display in Washington, Mr. Haynes said: "It was almost midsummer of 1893 before I was able to give the matter serious attention. At this time I had no idea whatever of the automobile as it is today, and, naturally, not of the automobile business. My sole idea was to see if I could make a carriage that could be driven without horses."

"After I decided to use the gas en-

gine I bought one from the Elgin Engine Company. It was shipped to me in October or November of 1893 and I set it up in my own home. I realized that my efforts would awaken a lot of comment and ridicule if made public, and for that reason, as much as anything else, I wanted everything done confidentially.

"The frame was a double hollow square of tubing; the front axle was to be swiveled on with a large king bolt. I had to work out the pitch of the sprockets and various other engineering items.

**Resistance a Factor.**

"In order to make a machine that had a chance to run it was necessary first to determine the amount of traction required to overcome the road resistance. I had no means of doing that except by having a man on a bicycle towed behind a buckboard drawn by a horse. I attached a spring scale to one end of the tow-line and the bicycle to the other and had a man on the buckboard take readings of the pull registered on the spring scale. The man and bicycle weighed 200 pounds and the test showed that it took three and one-half pounds of traction to move this weight, which gives something like sixteen and one-half pounds to the thousand pounds of weight in a motor car, which is about the standard of today.

"The first drawing I made for the placing of the engine contemplated having it horizontal. I abandoned this, as I saw that a horizontal engine would not work practically, and adopted the vertical installation. The sprocket wheels, which transmitted the engine power to the rear wheels by means of ordinary bicycle chains, such as were used then, did not exist at that time. I designed the sprocket wheels and calculated the pitch line.

"Later on, when we got into the business of manufacturing horseless carriages I created several more new ideas. For example, I proposed the design of the double opposed motor. The idea was mine and it was carried into execution under my directions. I remember that Henry Ford at one time came to me and voluntarily said that he got his start from this very form of motor."

### MAKES RECORD RUN.

Blazing a trail through what has been described as the most rugged country in America and marking the shortest route between Salt Lake City and the Pacific coast, a stock Nash six five-passenger touring car arrived at the Utah metropolis from Los Angeles after a record-breaking run of 26 hours and 21 minutes. This was the elapsed time between checking stations in Los Angeles and Salt Lake. The entire distance of 853 miles between the two terminals includes but 140 miles of hard-surface roads. The former record set in 1917 was lowered by seven hours and five minutes.

Practically 400 miles is single track, one-way road, and 427 miles of the road are through the arid and bleak desert country uncultivated and unimproved land, with every character of soil formation. The distance across Washington county, approximately a fifty-five miles, is a succession of side cuts through the remnants of volcanic formation that have passed down through the centuries, the road being up and down steep hills and in many places extremely narrow.

## Lasts All Season

Fill the transmission on your car today with Ebonite and then forget it for the rest of the season. No matter how much you drive, Ebonite is always there to make the gear shifting easy and silent. No matter how hot the weather, Ebonite will not run thin. Pin your faith to Ebonite. Sold by garages, gasoline stations and accessory dealers in five and twenty-five pound cans. Ask for it by name.

BAYESON OIL WORKS

Manufacturers, Erie, Pa.

Pennsylvania Petroleum Products

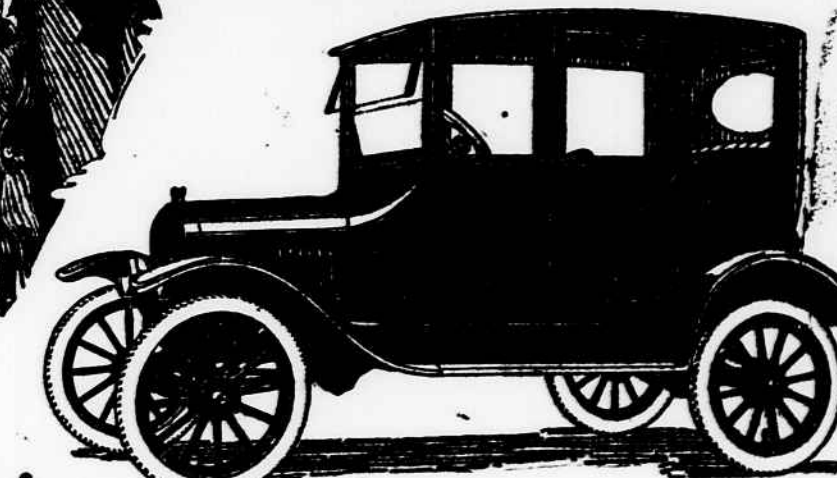
MAKERS OF AUTOCRAT MOTOR OILS

# EBONITE

For Transmissions and Differentials



Buy a Ford—and Spend the difference  
*Henry Ford*



\$645  
F.O.B. DETROIT

With its many new refinements and even more complete equipment, at no extra cost to you, the Ford Sedan is now more than ever the world's greatest enclosed car value. Terms if desired.

AUTHORIZED FORD and LINCOLN CAR DEALERS  
The World's Greatest Motor Car Values

Authorized Washington Ford Dealers

- |  |  |
|--|--|
| STUART'S GARAGE<br>141-151 12th St. N.E.                     | UNIVERSAL AUTO COMPANY (Inc.)<br>1529-31 M St. N.W.  |
| HANDLEY MOTOR CO. (Inc.)<br>Georgia Ave. and Quincy St. N.W. | DOVONHOE MOTOR COMPANY<br>215 Pennsylvania Ave. S.E. |
| TRIANGLE MOTOR CO.<br>N. Y. Ave. at N. Capitol St.           | ROBEY MOTOR COMPANY<br>1429 L St. N.W.               |
| PARKWAY MOTOR COMPANY<br>1065-1067 Wisconsin Ave.            | HILL & TIERBETTS<br>301 14th St. N.W.                |
| R. L. TAYLOR COMPANY<br>1840 14th St. N.W.                   | STROBEL MOTOR COMPANY<br>1425 Irving St. N.W.        |

All Dealers Are Equipped to Take Care of Battery and Generator Work  
These Dealers Can Sell Ford Cars, Tractors, Parts, Etc., Anywhere in the United States. Reasonable Delivery on Touring Cars, Roadsters, Trucks

## The Waste You Can See Is Least To Be Feared

A leaky radiator or a broken gas line—these are the things which can be fixed at the first signs of waste. But there are other wastes which are hidden and far more costly, because, until Stabilators came on the market, you simply had to put up with them. Now it's optional—for Stabilators remove the cause of chattering axles, loss of traction, pitching, tossing and wrenching of body bolts. Stabilators in no way interfere with the smooth action of your springs, but they control the recoil in exact proportion to the size bump you hit. Drop in at our showroom and let us explain how we can give you real motoring comfort.

Ask your car dealer for Stabilators.

Watson Stabilator Company  
OF BALTIMORE  
1637 Connecticut Ave. N.W.  
North 9523

**WATSON STABILATORS**  
GET RID OF BUMP ENERGY

# SEAT COVERS for FORDS

## SEDANS TOURING COUPES

Complete \$7.75 Complete \$5.50 \$7.50 Complete  
Sold for \$15.00—Finest Seat Cover Material

## SPOT LIGHTS

\$3. \$4. \$5. Roadster \$4.50 Touring \$6.00

TOP RECOVERING FOR FORD CARS

These topping outfits are made from 32-ounce Rubber Top Material and consist of top, both curtains and side quarters, all made up ready to tack on old frame. Any person can do this in a short time. Tacks, bridging and all necessary fastenings are furnished.

Usual Discount To the Trade

ATWATER KENT IGNITION for FORDS

TYPE LA ADAPTABLE TO ANY FORD NEW OR OLD MODEL

COMPLETE \$11.75

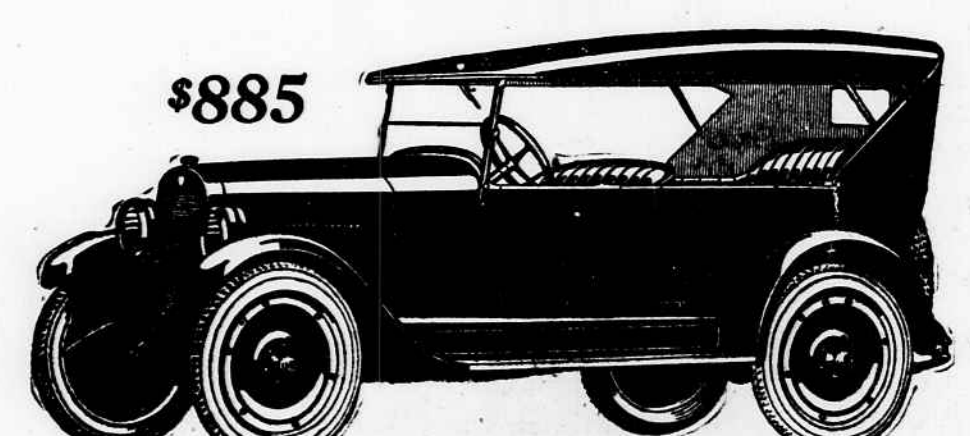
PHONE FR. 2624

You will be astonished to find that a car of the size and weight of the good Maxwell can be so roomy and so remarkably comfortable to ride in.

Cord tires, non-skid front and rear; disc steel wheels, demountable at rim and at hub; drum type lamps; Alemite lubrication; motor driven electric horn; unusually long springs. Prices F. O. B. Detroit, revenue tax to be added: Touring Car, \$885; Roadster, \$985; Coupe, \$1385; Sedan, \$1485

H. B. LEARY, Jr.

1321-23 14th Street  
Telephone Main 4105



\$885

The Good

# MAXWELL